

Feb. 25.

ONE CRAFT AT T WHARF TODAY.

PLYMOUTH BOAT WITH TWO MEN EARNED \$400 IN TWO TRIPS - THIS WEEK.

There was but one fish arrival at Boston all day yesterday, after the 7 o'clock bunch reported and this morning there was but one lonesome shore boat to uphold the claim of T wharf as the greatest fresh fish market on this side of the pond.

Sch. Mabelle E. Leavitt, the craft in, had 2000 pounds of cod and got \$6.50 per hundred weight for them. The vessel in yesterday was sch. Warren M. Goodspeed.

The little fisherman Isabel, in which the Hunt boys of Plymouth made the catch of fish that netted them some \$200 last Wednesday, was back again at T wharf early Friday morning. This time the young fishermen had 4000 pounds of cod, taken like their other catch, in gill nets. This catch will bring them at least as much as the first one, which will give them about \$400 to divide for their four-days of work this week.

Boston Arrivals.

The receipts and prices in detail are: Sch. Mabelle E. Leavitt, 2000 cod, Warren M. Goodspeed, 1000 haddock, 1400 cod, 1400 pollock. Cod, \$6.50 per cwt.

Thinks Bouties Could Be Revived.

Capt. Richard J. Nunan, the agent of the well known fleet of Cape Porpoise fishing vessels, was in Portland Thursday on business. The vessels managed by him, known as the "Nunan fleet," embrace some half dozen modern built schooners, which have been unusually successful the past year, they all having made good stocks for their owners and crews.

Like most of the other well informed fish dealers Capt. Nunan does not seem to fear the results of competition with the provincial fishermen which may follow the opening of reciprocity with Canada, in so far as it applies to fresh fish, believing the loss if any most likely to reach those engaged in the salt fish business.

In conversation with T. W. Maddocks of the Portland Cold Storage Company, than whom there is no one better posted as regards the fishing industry, he having been engaged in it all his life he said that under the old system of bounties paid to Maine fishing vessels, they received \$4 per ton annually up to 90 tons, \$360 per year being the limit, the bounty being paid by the United States government in gold the first of January every year.

This law was repealed in the early sixties, but Mr. Maddocks believes that if it could be revived in connection with the new treaty the principal objection as affecting Maine industries would be removed. This bounty was usually turned over every year to the parties fitting out the vessels and was of great help. The Canadian government at the present time is paying bounties to their fishermen, and the same course on the part of this country would put our fleet on a surer footing.—Portland Argus.

Portland Fish Notes.

The entire fleet of Portland fishing vessels took a run outside Thursday morning, but on getting to the usual fishing grounds found conditions so rough that they did not make any attempt at a catch, several returning here while quite a number of the others ran into Boothbay Harbor for shelter. As far as known only two of the fleet, schs. Fanny Reed and Mary E. Sennett, made a "set," they taking the chance of losing their trawls.

In command of Capt. Bob Wilds, the Cape Porpoise fishing sch. Richard J. Nunan came into this port yesterday with 15,000 pounds of mixed fish after nearly a week's trip to Jeffries fishing grounds. The schooner, which is one of the finest sailing out of Cape Porpoise, encountered some mighty severe weather on the trip and Capt. Wilds put into port today because it was blowing hard at sea.

Herring Cargo at Halifax.

Sch. Hispaniola, Capt. Delane, arrived at Halifax Monday morning from Harbor Breton, Newfoundland, with frozen herring. The captain reports a very rough passage of four days, encountering high seas and heavy wind. Last Tuesday one of the ribs was badly torn and it was feared that the vessel was going to be stripped of her sails.

Feb. 25.

MARKET FLEET HAVE GOOD DAY.

ALL OF THE BOATS, ALSO THE POLLOCKERS, ARE ON THE GROUNDS.

All going out and nothing coming in is the story on the water front today, for there are no arrivals with fish, while about the whole of the market and pollock fleet worked out during the night and morning, all hoping for a real good fish day, something they have not had for quite a while.

The pollockers report a lot of fish, in good schools, showing well off Thacher's island, and are in hopes of getting at work at them today.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Emily Sears, shore.

Vessels Sailed.

Sch. Colonial, halibuting.
Sch. Mystery, salt trawling.
Sch. Georgianna, haddocking.
Sch. Ethel B. Penny, haddocking.
Sch. Mary DeCosta, haddocking.
Sch. Georgie, haddocking.
Sch. Mary Edith, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Ida S. Brooks, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Emily Cooney, haddocking.
Sch. Walter P. Goulart, haddocking.
Sch. Rebecca, haddocking.
Sch. Motor, haddocking.
Sch. Harriett, haddocking.
Sch. Jeanette, haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. Manomet, haddocking.
Sch. Yankee, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Flora J. Sears, haddocking.
Sch. Flavilla, haddocking.
Sch. Rose Standish, haddocking.
Sch. Valentina, haddocking.
And all the other pollock fleet.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1-2 per bbl., pickled herring, \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt. for large; \$5 for mediums and \$5 for snappers.

Bank halibut, 9c lb. for white, 7c for gray, with heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.75 for large and \$5.50 for medium.

Fitting for Bank Trawl Codfishing.

Capt. Angus Hines is fitting sch. Massachusetts for a salt trawl bank codfishing trip.

Capt. Lemuel Firth is fitting sch. Arcadia for the same line of fishing and Capt. Charles Rudolph is fitting sch. Mystery.

Capt. Fred LeBlanc is about ready to sail in sch. J. J. Flaherty. All these crafts will engage in salt trawl banking.

Halibut Trip at Portland.

Sch. June is at Portland today with 6000 pounds of halibut.

Feb. 25.

HAS GOT BAIT SUPPLY.

Newfoundland Thinks It Occupies a Position of Advantage Now.

Newfoundland occupies a unique and specially satisfactory position with regard to this whole subject. She has one commodity to offer the Americans—bait. In return for that she asks free entry for her fish and ores. This is a policy that is unassailable, as a tactical one or otherwise. For 20 years our colony has been committed to this principle, and whenever the Americans are ready to do business we are prepared to meet them. Other phases of the subject do not concern us. Trade agreements in the ordinary sense, comprehensive in character and revolutionary in effect, our peculiar circumstances render impossible. We may, therefore, reasonably hope that if the pending agreement with Canada is adopted at Washington, this colony may be able to make a similar one next summer.—St. John's, N. F., Chronicle.

Feb. 25.

CANADIANS HAVE ADVANTAGE.

They Are Given a Bounty in Their Fisheries Industry.

Some people define a tariff as a bounty. Perhaps it is from a certain angle. At any rate this bounty or tariff is to be taken away from the Gloucester and all other American fishermen if the reciprocity agreement goes through.

But the Canadian fishermen will still continue to receive an out and out bounty from their government. Free trade is free trade only when both sides are on an equal footing. By paying her fishermen \$160,000 a year, Canada protects them to exactly the same extent as if she collected that sum in duties on American exports of fish to Canada.

As Canada collected about \$40,000 in duties on American deep sea fish in 1910, it appears that the annual bounties retained by Canadian fishermen amount actually to four times the total Canadian duties which would be wiped out by the agreement. That is to say, unless the bounties are abolished the Canadians will continue to enjoy a protection four times as great as that enjoyed by Canadian fishermen in 1910, on the basis of actual imports from the United States.—Lawrence Telegram.

Feb. 27.

STEEL YACHT TILLIE SOLD.

Will Not Be Employed in the Pacific Fisheries.

The steel yacht F. C. Tillie, which was bought several months ago by the New England Fish Company, with the intention of sending her to the Pacific to take a place in the halibut fleet the company has there, sailed from Boston for Norfolk, Va., Saturday, under command of Capt. C. T. Tollwer and a crew of 12 fishermen.

Since she was bought the steamer has been lying at a wharf in East Boston, and the idea of sending her to the other side of the country has been abandoned. The owners have sold her to a Virginia firm, which will take her south, and it is said, will put her in porgie fishing.

The Tillie has quite a history, and her descent from the floating palace of a millionaire to be used as a fisherman is strange. It is said the yacht was originally built for a New York millionaire newspaper proprietor, and continued to be used as a yacht by him and others for some years, and was finally tied up at a wharf, where she lay for some time before the New England fish company's agent bought her.

"DYED" FISH SOLD.

Smoked Article Not the Real Thing in Some Philadelphia Stores.

The diary and food bureau of Pennsylvania state agricultural department has discovered that a large number of delicatessen and other stores of Philadelphia have been for a long time selling "dyed" fish as a substitute for smoked fish. When Harry P. Cassidy, the agent of the bureau, told the retail store proprietor what they were doing they were surprised as they had bought the stuff as genuine smoked fish. Cassidy's attention to the food article was attracted by its rich red color. Buying some of the fish, he had it examined and the expert reported that he could dye wool with the coloring matter extracted from it. In smoking fish there is a loss of 15 pounds to every 100 it is said, but in dyeing the article there is no loss at all. This permitted the violators of the law to undersell their competitors in the smoked fish industry.

Floating Fish Factory.

The steamer Mills, which has been in the coal trade between Newport News and Boston and also trading between Philadelphia and Panama, has been sold. Built originally as a suction dredge she will now become a floating fish factory, for use along the coast where menhaden are caught. The vessel will meet the trawlers and instead of carrying their loads to fish factories on the coast will dump them into the floating factory. The oil will be extracted and other products secured and when ready to discharge the Mills will be sent to port with the final results only.

Feb. 27.

Portland Fish Notes.

The fishing trips reported Friday were the Richard Nunan, 17,000 George H. Lube, 10,000; and the Carrie and Mildred, 1000 for the F. S. Willard Co.; the Mary Sinnett, 35,000; Fannie Hayden, 3300; and the Fanny Reed 3000 for the dealers on Commercial wharf.

Feb. 27. POLLOCK ARE EDUCATED.

FLEET IS ALSO BOTHERED BY
ROUGH SEA WHICH PRE-
VENTS SETTING.

The bad weather is interfering greatly with the operations of the pollock seining fleet. It has been so rough of late that they cannot get a decent chance to set and all the while the fish are schooling and tempting the fishermen to take a chance. Some of them have and most of them got water hauls for their efforts. The fish are very wild, wild as a mackerel school on Georges in mid-summer. The fishermen say they are "educated" and the way they dodge the twine bears them out in the statement.

On Saturday there were a lot of schools showing right off Thacher's and some of the vessels did set. Steamer Bessie M. Dugan, Capt. John F. Vautier, got 11,000 pounds and steamer Bryda F., got 9000 pounds, and steamer Joppalte saved 500 weight, and that's all there was to it. Yesterday the whole fleet was out again and did nothing. All three fares sold at fancy prices. The skippers and men are all hanging on, hoping for a few days of good weather, as they know that trips now mean big money, as the demand is great.

Sch. Juno is here from Portland and a few of the market boats are in. It is blowing too hard for the pollock seiners to do anything and they are hugging the wharves today.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Steamer Bessie M. Dugan, pollock seining, 12,000 lbs. fresh pollock
Steamer Bryda F., pollock seining, 9000 lbs. fresh pollock.
Steamer Joppalte, pollock seining, 500 lbs. fresh pollock.
Sch. Juno, via Portland.
Sch. Mary DeCosta, shore.
Sch. Edith Silveira, shore.
Sch. Lafayette, shore.
Sch. Yankee, shore.
Sch. Massasoit, shore.
Sch. Pythian, shore.
Sch. Margie Smith, shore.
Sch. Olympia, shore.
Sch. Grace Otis, shore.
Sch. Minneola, shore.
Steamer Bethula, shore.
Steamer Nomad, shore.
Steamer Quoddy, shore.
Steamer Philomena, shore.

Vessels Sailed.

Sch. Eveline M. Thompson, haddock-
ing.
Sch. Clara G. Silva, haddock-
ing.
Sch. Belbina P. Domingoes, haddock-
ing.
Sch. Mary E. Cooney, haddock-
ing.
Sch. Galatea, haddock-
ing.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1-2 per bbl., pickled herring, \$5 per bbl.
Eastern deck handline salt cod, \$5.55 per cwt. for large; \$5 for mediums and \$5 for snappers.
Bank halibut, 9c lb. for white, 7c for gray, with heads off.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.30; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.
Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.
Georges handline salt cod, \$5.75 for large and \$5.50 for medium.

Feb. 27.

SCH. CAVALIER REPAIRING.

Will Probably Be Ready to Sail on
Another Trip by Monday.

Sch. Cavalier, which was towed in here last Tuesday, in a disabled condition, by the revenue cutter Androscoogin, having been dismantled and partially wrecked at sea, 500 miles from her home port, is on the Rocky Neck railways to undergo repairs. The work of again getting the craft ready for sea will take all the week, and Capt. Porper hopes to have everything shipshape for another start by next Monday.

Feb. 27. LARGE FLEET AT T WHARF.

MANY VESSELS HAVE GOOD
FARE AND CREWS WILL
MAKE GOOD SHARES.

Two of the steam trawling fleet, two off-shore sailing craft and 34 of the market boat fleet makes up the fish offering contingent at T wharf this morning. Prices are good, more than good, many of the vessels have fine trips and therefore there are a lot of good dollars in sight for some of them, while every craft there will "get by" all right.

The off-shore chaps go about 50,000 or 55,000 pounds each, and with their haddock bringing \$3 for new and \$2 for old and large cod tagged at \$5.50, these fares mean good money.

The market boats vary greatly in fares this morning. Some of the fleet evidently have had only one little dip and these have small catches, while others, which had two sets are right in the king row with big fares. Those with the largest fares are schs. Gladys and Nellie, Alice Manomet, Rita A. Viator, Rebecca, Rose Dorothea, Jeanette, Helen B. Thomas, Harriet, Pontiac and Ethel B. Penney. These fares ranged from 15,000 to 21,000 pounds, sch. Rebecca having the latter amount.

Shore haddock brought from \$3.50 to \$3.75, large cod, \$6.25, hake, \$3 to \$6.50 and \$4 for pollock.

Boston Arrivals.

The fares and prices in detail are:
Sch. Mary E. Cooney, 9000 haddock.
Sch. Rebecca, 21,000 haddock, 300 cod.

Sch. A. C. Newhall, 1500 haddock, 900 cod.

Sch. Valentinna, 18,000 haddock, 1500 cod, 1000 pollock.

Sch. Emily Cooney, 3500 haddock, 1800 cod.

Sch. Ida S. Brooks, 1500 haddock, 1600 cod.

Sch. Georgia, 8000 haddock, 300 cod.
Sch. Rose Dorothea, 18,000 haddock, 1700 cod.

Sch. Genesta, 8000 haddock, 400 cod.
Sch. Jeanette, 14,000 haddock, 500 cod.

Sch. Stranger, 9000 haddock, 2500 cod, 2200 pollock.

Sch. Mattakeesett, 9000 haddock, 1500 cod, 1000 hake.

Sch. Helen B. Thomas, 5000 haddock, 800 cod, 5000 hake, 3000 cusk.

Sch. Flora J. Sears, 6000 haddock, 500 cod, 400 pollock.

Steamer Ripple, 42,000 haddock, 10,000 cod.

Sch. Romance, 45,000 haddock, 5000 cod.

Sch. Diana, 3000 cod.
Sch. Hockomock, 2000 haddock, 500 cod, 2000 hake.

Sch. Alice, 14,000 haddock, 1000 cod, 1600 hake.

Sch. Olive F. Hutchins, 12,000 haddock, 500 cod.

Sch. Elizabeth W. Nunan, 15,000 haddock, 1000 cod, 3500 hake.

Steamer Spray, 51,000 haddock, 5000 cod.

Sch. Fannie E. Prescott, 45,000 haddock, 6000 cod.

Sch. Manomet, 5000 haddock, 2000 cod, 4000 hake, 7000 cusk.

Sch. Rose Standish, 7500 haddock, 19,000 cod.

Sch. Sylvia M. Nunan, 7500 haddock, 1500 cod.

Sch. Dixie, 600 cod.

Sch. Rita A. Viator, 15,000 haddock, 500 cod.

Sch. Harriet, 16,000 haddock, 1000 cod, 3000 hake.

Sch. Pontiac, 13,000 haddock, 1400 cod.

Sch. Esther Gray, 5400 cod.

Sch. Freedom, 1000 cod.

Sch. Margaret S. McKenzie, 2000 cod.

Sch. Catherine D. Enos, 3000 cod.

Sch. Gladys and Nellie, 15,000 haddock, 1200 cod, 1500 pollock.

Sch. Ethel B. Penney, 18,000 haddock, 1000 cod, 1000 hake.

Sch. Walter P. Goulart, 6000 haddock.

Sch. Athena, 6500 haddock, 2000 cod, 2000 hake, 500 pollock.

Off shore haddock, \$2 to \$3 per cwt.; shore haddock, \$2.50 to \$3.75; large cod, \$5.50 to \$6.25; market cod, \$3.75 to \$4; pollock, \$4; hake, \$3 to \$6.50; cusk, \$2.

Feb. 27.

Fresh Fish Price Dropped at Chicago.

With Lent only two days away, a cut of more than 50 per cent in the price of strictly fresh fish was announced at Chicago on Saturday by one of the biggest houses in the business.

The mild winter and unprecedented winter catches in the big lakes of Canada is said to be responsible for the drop. It is stated that the reduction was immediately apparent in increased sales.

Feb. 27. CAPTAIN OF CUTTER THANKED

OWNERS OF SCH. CAVALIER
SHOW APPRECIATION OF
SAVING CRAFT.

The Cunningham & Thompson Company, owners of the sch. Cavalier, which was recently towed to port in a badly disabled condition, by the revenue cutter Androscoogin, have sent the following letter to Capt. H. M. Broadbent of the latter craft:

"Dear Sir:—We want to thank you in behalf of ourselves and Capt. Robert Porper, and crew of our sch. Cavalier, for assistance rendered by the revenue cutter Androscoogin, Capt. H. M. Broadbent, in towing her to Gloucester, Mass. The Cavalier was bound home from the Grand band with a trip of fresh halibut, and met with an accident which carried away her masts and bowsprit. When the cutter found her on Saturday, the 18th, she was in a very dangerous condition and needed assistance badly. Had it not reached her at that time, in all probability the vessel and cargo would have been lost, as the weather has been very stormy since then, and possibly the crew. The towing of the vessel to Gloucester has made it possible to save her trip of halibut, avoiding a heavy loss, especially to the crew, who are on shares and do not have any wages. This is one of the many acts that the revenue cutters have performed for Gloucester vessels in rendering assistance in time of need.

"Capt. Porper and crew are very loud in their praise of the very able manner in which you rendered assistance to them, and we all join in thanking yourself, officers and crew for the assistance rendered."

Feb. 27. TRYING TO ADJUST CLAIMS.

NEWFOUNDLAND GOVERNMENT
WILL CARRY OUT HAGUE
TRIBUNAL DECISION.

A dispatch from St. John's, N. F., says:

"That the Newfoundland government of which he is the head, is doing its utmost to adjust satisfactorily the American claims that are favorably decided upon by reason of the award of The Hague tribunal of last summer, was the statement of Premier Sir Edward Morris in reply to a question by Sir Robert Bond, leader of the opposition, made in the assembly yesterday. Premier Morris stated that negotiations are now proceeding between the British, American and Newfoundland governments for a settlement of the exact amount to be paid American fishermen."

These claims, which were formulated by the United States ask for a recovery of fines paid by Americans for various alleged infractions of Newfoundland customs laws, for dues exacted by the colony from American vessels for maintenance of light houses and stations on the Newfoundland coast, and for other payments made by Americans during the past 20 years which under The Hague award were illegally collected. The estimated amount of the claims is \$40,000.

Feb. 27.

Halibuters Spoken on Quero.

Capt. John G. Stream of sch. Juno reports speaking schs. Paragon, Rhoda and Claudia on Quero bank recently. The weather had been bad for fishing, blowing every day so that a set could not be made. The vessels are making long trips but the skippers are hanging on evidently hoping to get a day or two to set their trawls and get some fish to come along with. Capt. Stream also reports seeing sch. Selma recently.

Feb. 27.

Sch. Juno Lost Cable and Anchor and Gear.

Sch. Juno, Capt. John Stream of this port, arrived at Portland Friday afternoon from a five weeks' trip to Quercy bank. The captain repeats about the same story that has been told so often the past month by all the skippers coming in from the banks continual gales and heavy seas all the time. The schooner brought in only a small fare, about 3000 pounds of halibut and a small lot of salt cod.

Capt. Stream says the trip was one of the hardest in his experience, and he has been many years at sea. Rough weather was encountered almost as soon as he left Gloucester and there has been practically no let up since. The vessel was handicapped from the start, she having lost quite a lot of her gear in the first gale she struck on the banks, and was forced to borrow from some of the vessels fishing there.

Gale after gale followed each other in quick succession, making it almost impossible to do any fishing and almost invariably when a good day intervened no fish would be sighted. In one of the gales encountered the schooner lost one of her anchors, but fortunately only a small piece of her cable went with it.

In another gale which she was riding out in 90 fathoms of water, with 400 fathoms of cable out, she was the only one of a fleet of eight vessels that held her anchorage, all the others going adrift. The fare of halibut was purchased by the J. W. Trefethen Co. at 10 1/4 cents for the white and 7 1/2 cents for the gray.

Feb. 27.

Preparing for Spring Trips.

Capt. Asa Baker has fitted sch. Effie M. Prior for haddocking.

Capt. Staley Hines will fit sch. Mabel D. Hines for salt bank trawl cod-fishing.

Capt. Walter Doucette is fitting sch. Arcadia for salt trawl banking.

New sch. Sylvania will engage later in the southern mackerel fishery under command of Capt. Lemuel Firth.

Capt. Frank Viator is in command of sch. Hortense and not sch. Mina Swim as formerly reported.

New Liverpool, N. S., Schooner.

The neatest looking craft built at Liverpool, N. S., for many a day, was launched Tuesday afternoon by Hendry's, Limited, for Liscomb parties. The vessel's length is 117 feet, breadth 27.2 feet, hold 10 feet, and tonnage 140. She was named the Ainslie. The owners are Capt. George Crooks who will command, James Hemlow, Jr., and Capt. Murdock. The vessel was built by Robie McLeod, and is his 76th.

Feb. 28.

Herring at Bay of Islands.

Edward Gahaney, of Bay of Islands, N. F., says that up to Thursday week, there were large quantities of herring in the Humber at Bay of Islands. Mr. Gahaney says it has been a most successful year with the herring catchers. He himself has cleared for his boat from October to the 2nd of February no less a sum than \$972. This figure, out to nearly \$500 a man, there being but he and one more man in the boat.

Sch. T. M. Nicholson Nearly Loaded.

The following message was received Saturday week at the Newfoundland Marine and Fisheries Department from Capt. Gilley at Burin: "Want about 200 barrels of herring to finish loading schooner T. M. Nicholson. Will you give permission to buy in March or April? None to be had at present."

Sch. Rhodora Spoken.

Sch. Rhodora was spoken recently on St. Peter's bank by sch. Waterwitch, Capt. Cyrus Horwood, which was arrived at St. John's, N. F. Capt. Peterson wished to be reported. She in company with two other bankers, was fishing in latitude 45, longitude 54.30.

Portland Fish Notes.

About all the local fishing vessels were out Sunday many of them returning about dark with small fares. Several of the steamers engaged in pollock also returned after another unsuccessful search and the outlook for that branch of the fishery industry is somewhat dubious.

Fitting for Georges Handlining.

Sch. W. H. Moody is fitting for Georges handlining under command of Capt. Thomas Crowell.

Feb. 28.

COLD STORAGE AGREEMENT TEXT

Offer Made by Newfoundland to Portland Fish Firm.

Guarantees 1 1-2 Per Cent on Cost and 5 Per Cent on Investment.

The St. John's, N. F., Evening Chronicle of recent issue, makes public for the first time the famous "cold storage" agreement between the colony and Trefethen & Lord, fish dealers of Portland, Me.

The resolution providing for the confirmation of the agreement is now before the Newfoundland house of assembly and has been for several days the subject of a very acrimonious debate. Premier Morris and ex-Premier Bond essaying the leading roles on the opposing sides:

The exact terms of the agreement are thus for the first time, made public and will be read here with much interest.

Text of the Agreement.

"This cold storage agreement provides that

"1—The lessees shall erect at their own expense within five years, five cold storage plants for fish and fish products, each at a cost of not less than \$100,000, one to be erected, completed and put in operation during each year of the term. The lessees agree to maintain these cold storage plants in continuous operation, if sufficient fish are available for such operation, from the date of their completion until the end of the year 1925. It is left optional with the lessees to substitute one floating cold storage plant of the same capacity for one of the sedentary establishments provided as aforesaid.

"2—The plans and specifications of the aid plants and their equipment are to be subject to the government's approval.

"3—The government agrees to pay the lessees during the 15 years one and a half per cent. interest per annum upon the amount actually expended by the lessees upon the original construction and equipment of the buildings, machinery and plants, the total expenditure on which interest shall be payable not to exceed \$500,000.

"4—The colony's auditor general is to certify as to the above amount and for that purpose is to have access to the books of the lessees; any dispute to be settled by arbitration.

"5—The government agrees to guarantee to the lessees during the 15 years any sum by which their net annual profits from these cold storage plants and the business thereof shall

be less than five per cent. upon the actual cash capital invested in such plants, the total amount to bear interest not to exceed \$500,000, and the auditing provision to be as in the preceding paragraph.

"6—Besides these cold storage plants, the lessees agree to erect and complete within five years not less than five smoke houses, five fish packing factories, two glue factories and two fertilizer plants; one smoke house and one fish packing factory shall be completed and operated during each year, and one glue factory and one fertilizer plant completed and operated within two years, the whole to be maintained in continuous operation during the next 15 years.

"7—In the event of the lessees failing at any time during this term to maintain and continuously operate these several establishments in a bona fide and business like manner, all their rights and claims, under paragraph three and five, shall become void.

"8—The lessees agree to employ Newfoundland labor in these industries, except such skilled labor as is not obtainable in the colony.

"9—The government agrees to grant to them free of charge out of any ungranted waste crown lands at its disposal, sites for the buildings and, subject to the crown lands act, timber areas sufficient to supply lumber for boxes, barrels and other requirements of the industries, and sufficient water powers for operating and lighting the plants where such water powers are at the disposal of the government.

"10—The government agrees to admit free of duty for use in these industries, but not for sale, all the plant, machinery, implements and apparatus for original installation and extension of same, but not in substitution for old; ammonia for refrigerating purposes; vegetable oils for canning fish; tin metal for cans and solder; gasoline engines and gasoline; printed and lithographed labels; minerals and lubricating oils for machinery.

"11—The lessees are not to assign or sublet this contract or any portion thereof without the consent of the government, which shall not be unreasonably held.

"12—All disputes shall be settled by arbitration, each side to name one arbitrator, and they to select a third.

"13—This agreement is subject to approval by the legislature."

Feb. 28.

BOSTON SUPPLY SMALL FOR LENT.

EXPECTED LARGE FLEET DID NOT MATERIALIZE AT T WHARF TODAY.

With the opening of Lent tomorrow, T wharf has not as much fish as it would like, and not as much as it expected today, for the dealers were confidently counting on a big fleet to report this morning and stock them up in good style. What they did get was 13 crafts of all kinds, five of them off-shores.

They paid well for everything in sight that looked like a fish. Old off-shore haddock brought \$2.10 without a murmur and new sold easily at \$3.50, while shore stock reached \$5 and \$5.50 and shore large cod topped even that figure a dollar. Hake as usual were high, \$4.50 to \$7 according to size. Even cusk brought \$3.75.

The market boats, the off-shore schs. Rex and Valerie each with in the neighborhood of 75,000 pounds are in for a stock which will certainly please every man on board of them.

Boston Arrivals.

The fares and prices in detail are:

Sch. Buema, 10,000 haddock, 500 cod.
Sch. Warren M. Goodspeed, 13,000 haddock, 1000 cod, 1000 hake.
Sch. Josie and Phebe, 1500 haddock, 6000 cod, 24,000 hake, 14,000 cusk.
Sch. Rex, 70,000 haddock, 5000 cod.
Sch. Valerie, 70,000 haddock, 8000 cod.
Sch. Priscilla, 4000 haddock, 9000 cod.
Sch. Isabel, 5000 cod.
Sch. Stiletto, 40,000 haddock, 7000 cod.
Sch. Victor and Ethan, 5000 haddock, 2200 cod, 1500 hake.
Sch. Matthew S. Greer, 1500 haddock, 500 cod, 7000 hake, 8000 cusk.
Sch. Freedom.
Sch. Patrician, 30,000 haddock, 8000 cod.
Sch. Viking, 4000 haddock, 9000 cod, 3000 pollock.
Offshore haddock, \$2.10 to \$3.50 per cwt.; shore haddock, \$5 to \$5.50; large cod, \$5.50 to \$6.50; market cod, \$4 to \$5; hake, \$4.50 to \$7; cusk, \$3.75.

Feb. 28. 87

FRESH FISH COMPANY BENEFITED.

Now Securing Plenty of Fine Haddock for Smoking.

The Gloucester correspondent of the Boston Globe said in his last Sunday letter:

"The Fresh Fish Company, which was formed in a sort of popular uprising some years ago with a capital of \$75,000 for the purpose of making this port one of the headquarters of the fresh fish business, but which failed of its object, still lives and may prove a factor after all in the city's industrial life.

"Some five years ago the company moved from its former headquarters to the Fort wharf into quarters which are the best equipped for the business on the coast. The company established a reputation for putting out some of the choicest finnan haddies in the country, but found difficulty in securing a supply of haddock to smoke, the open complaint of Manager Livingstone being that he could not induce skippers of Gloucester vessels to come to the home port to dispose of their product even at an advanced price.

"Last summer Mr. Livingstone presented an ultimatum to the effect that unless he could get a supply of fish for smoking he would give up the Gloucester branch, altogether, as the lease expires within a year, and do the business of the company from Boston.

"This he carried out in part. He discontinued the buying of fresh fish here, securing his supplies in Boston. By doing this quite an appreciable amount of labor was dispensed with and the expense of a fresh fish car between this city and Boston, chartered at \$5000 a year. He, however, has not given up the lease of the Gloucester quarters and does not intend to do so.

"On the contrary, the move of the headquarters to Boston, strange to say, has resulted beneficially for the company in this city, as far as the smoking branch is concerned.

"Being right on the scene Mr. Livingstone has purchased fare after fare of fresh fish from vessels with 'Boston' on the stern at prices a shade above Boston quotations. None of the Boston skippers and crews have shown the slightest disinclination to bring their fares to this port. The result has been that Mr. Livingstone, for the first time this winter since he assumed the management, has had more fish than he actually needed for his business in this city.

"The past summer conferences were had with Mr. Livingstone on the part of some of the fishing firms looking to the landing of fares here this winter, but nothing has come from it.

"Under these conditions Mr. Livingstone states that from the standpoint of the company he sees nothing to fear if the proposed reciprocity pact goes through. In this event he hopes the Nova Scotians will embark some of their fleet in the winter haddock fishery, and as these crews are not devoted to one part more than another, but go where they can get the most for their cargoes, he believes that Gloucester stands as good a chance as any other port, and that more fresh fish will be landed here in winter, to the benefit of the city, and incidentally bringing some consolation, although long deferred, to the subscribers to the stock. The company has had an uphill fight, but has hung on. There now seems to be an indication that the tide is turning in the right direction. This will be most reassuring news to those who have reason to be interested in its fortunes."